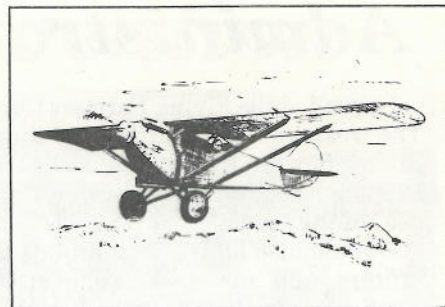


# Montana and the Sky



Vol. 31, No. 11

MONTANA AERONAUTICS DIVISION

November, 1980

## *Powerline Markings — We need your help!*

The Montana Aeronautics Division is trying to identify powerlines throughout the state which may be hazardous to aircraft.

As you may recall, the Montana Pilots Association attempted to have legislation passed during the last session of legislature which would by law require that the power companies adequately mark any hazardous powerlines. This legislation did not pass.

Montana Power Company and Montana-Dakota Utilities have agreed, however, to work with us in identifying and marking powerlines. We've advised them of all the powerlines presently known to us which may be a hazard to aircraft, but your assistance in providing us with additional information on hazardous powerline crossings will help make flying safer for us all.

## *Airport Loans*

The community of Lewistown recently received a loan in the amount of \$40,000.00 from the Montana Aeronautics Division in order to build new T hangars at the Lewistown Airport. The loan is offered at a low interest rate and must be paid back within a ten year period.

The Division also granted a loan in the amount of \$19,000.00 to the community of Wolf Point for use in constructing a new airport terminal building and storage facility.

The Division is happy to make the

funds available to communities throughout the state through its Airport Development Loan Program and would like to commend the above communities in their efforts to maintain and operate their airports as an important part of Montana's aviation system.

## *VA Flight Training Bill*

A veteran's flight training bill has been agreed upon by both houses of the Congress and presidential approval seems assured. As expected, the government's share was reduced from 90% to 60% and the student can obtain a VA education loan to up to \$2,500 to help with his 40%. Repayment of the loan—and any interest—may be cancelled if the veteran successfully completes the training and goes into flying or a closely related field as his primary job and major source of income. The new legislation was effective October 1. Veterans who were enrolled in a flight training course by September 1 will continue to be reimbursed by the government at the old 90% rate until they finish that program. Those who enrolled after September 1 were to receive the 90% rate until October 1 when the rate dropped to 60%.

(AOPA Newsletter)



Mike Ferguson, Administrator of the Aeronautics Division, presented Don Paul, Accident Prevention Specialist, with a Certificate of Appreciation for his cooperation with the Division during his tenure in Helena. Don transferred to Spokane with the FAA as an operations inspector.

## *Hensley Issued Repair Station License*

Terry VanNatta, director of maintenance, has announced that Hensley Flying Service, Inc., Havre, has been awarded an FAA repair station license.

Hensley's new FAA repair station license No. DO 5-17 allows inspections and maintenance on Piper, Cessna, Beechcraft and Maule airplanes.



# Administrator's Column

I attended the Flying Farmers Convention held in Helena on October 3 and 4. The weather was beautiful and the turn out was good. Many of our Canadian Flying Farmer friends attended. I would like to congratulate President Walt Dion for a successful convention. I'm sure Walt's wife, Barbara, deserves a great deal of the credit.

I would also like to congratulate the new President, Jim Lewis, and the new officers and directors. Your attention is invited to the Flying Farmer Convention article on page 3 of this newsletter.

\* \* \* \*

The Montana Aeronautics Board has reviewed hearing officer O'Brien's findings of the Flight Line, Inc., hearing held on September 24, 1980. Flight Line filed an application for a Certificate of Public Convenience and Necessity to fly scheduled passenger service between Bozeman - Helena - Great Falls.

Although final action is pending Mr. O'Brien recommended that the certificate be granted. The Aeronautics Board decided that some additional information is needed before taking final action on Mr. O'Brien's findings.

\* \* \* \*

Due to inaction prior to the congressional recess the Airport Development Aid Program was eliminated on October 1, 1980. The result of this inaction will bring to a halt the airport and safety related construction projects throughout Montana and the nation.

The tax on airline tickets has been reduced from 8% to 5%.

The tax on general aviation fuel was reduced from 7¢ to zero on jet fuel and from 7¢ to 4¢ per gallon on aviation gasoline. The use tax of \$25.00 plus the additional 2¢ per pound for aircraft weighing over 2,500 pounds has also been eliminated.

We have received some inquiries regarding the fuel prices around the state. There has been some concern expressed that fuel prices did not lower on October 1st as they should have and that the fixed base operators are continuing to collect the taxes on aviation fuel. It is possible that the FBOs have offset the eliminated 3¢ and 7¢ per gallon tax by merely increasing their retail price by the same amount. Aviation fuel has been deregulated therefore the FBOs may charge what they wish, but they should not be collecting what is now a non-existent tax for aviation fuel. I hope this helps to clarify the matter.

A portion of a press release issued by the Internal Revenue Service regarding the decrease in tax is on page 8.



New Flying Farmer Officers — left to right, first row - Floyd Johnson, Wolf Point, Director; Dorothy Langhus, Big Timber, Newsletter Editor; Marilyn Leininger, Lewistown, Secretary/Treasurer; Jim Stephens, Chinook, Vice President; Jim Lewis, Helena, President; John Green, Alberta, current International Flying Farmers Secretary; second row, left to right, Russell Unruh, Chinook, Director; Jerry Fachner, Wolf Point, Director; Guy Willson, Moore, Director; and Dick Strouf, Moccasin, Director.



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# Flying Farmers Convention

This year's Flying Farmers Convention was held at the Colonial Inn, Helena on October 3 and 4.

Friday afternoon, along with registration and a tour of historic Frontier Town, Flying Farmers saw slides by Jim Krall.

Saturday was a full day! The business meeting began at 8:30 a.m. with President Walt Dion presiding. The officers gave a report on the status of the organization and election of new officers took place.

The new Flying Farmer officers are as follows:

President - Jim Lewis, Helena  
Vice President - James Stephens, Chinook

Secretary/Treasurer - Marilyn Leininger, Lewistown  
Newsletter Editor - Dorothy Langhus, Big Timber

Queen - Marilyn Lewis, Helena  
Director - Dick Strouf, Moccasin  
Director - Jerry Fachner, Wolf Point

Director - Guy Willson, Moore  
Director - Russell Unruh, Chinook  
Director - Floyd Johnson, Wolf Point

Director - Walt Dion, Havre

During the Saturday evening banquet the above officers were installed and coronation services were held for Queen Marilyn.

We'd like to congratulate the Flying Farmers on a successful convention and look forward to working with the new officers during this coming year.



During the banquet on Saturday evening. Sitting at the head table are Walt Dion, past president and Cecilia Craighead, current International Flying Farmers Queen.



Walt Dion, Past President, addressing the crowd during the Saturday evening banquet.



Guy Willson, husband of the past Queen, passing the "red cap" to Jim Lewis, as Marilyn Lewis watches.



Montana was fortunate to have IFF Queen Cecilia participate in the convention. She is pictured here (left) with past Montana Flying Farmer Queen Joan Willson.



Sam Langhus, right, received a special award from Dick Strouf - a can of bright orange paint for Sam's tire markers!



New Flying Farmers President, Jim Lewis (left), presented Dick Strouf with an award as Flying Farmer of the Year.



# Helloween



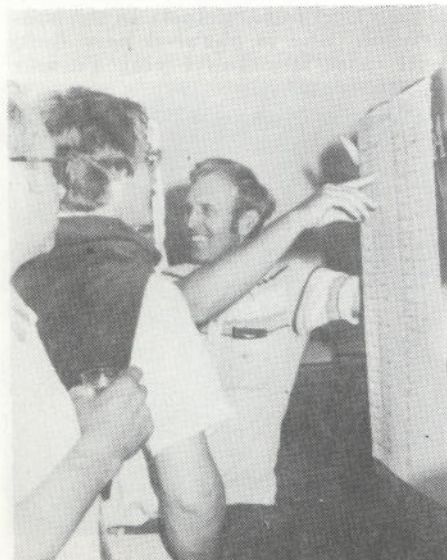
Left, race chairman, Patti Thompson, watches as Herb Sammons (center), Cut Bank, second place in Class 3, congratulates Bill Meisberger, Forsyth, who placed third in Class 1B. Bill also received a prize for having the oldest private license (34 years).



Mr. and Mrs. Ruben Weibert, Hardin, flew their Cessna 180 in the race.



Dick Hansen, Gildford, flew his Cessna 172 and came in second in Class 2.



Pilots checking their handicap time at the champagne reception the night before the race.



Mr. and Mrs. Tom Selsted, Great Falls, placed fifth in Class 1A, flying their Mooney 231.

The Montana pilots are great sports as was proven one week prior to race day when it was learned they would not be able to use the new runway at the Jackpot, Nevada airport. Construction started later than anticipated and an unusual amount of rainfall also delayed matters. When contacted, the pilots were told they could fly over Jackpot and be clocked, land in Twin Falls, Idaho and take buses to Jackpot. All agreed they would do this rather than cancel the race.

So on October 4, at 7:56 a.m., the first of 37 planes departed from Great Falls International Airport on the 4th annual air race to Jackpot. In record breaking time all planes were off the ground in 32 minutes, headed for the booming oasis located 54 miles south of Twin Falls in a race against time only, for a purse of \$4,050.

Here are the winners:

**Class 1A** — Single and twin engine RG cruise speed 195 mph and over  
1st place — Ron Lentzner, Glasgow, Cessna 210, 2:15:23 w/handicap

2nd place — Terry Lindsay, Clancy, Cessna 210; John Buchanan, Great Falls, Cessna 210

3rd place — Bill Holter, Great Falls, Beech Baron

4th place — Ray Parks, Butte, Cessna 210

5th place — John Hebbelman, Chinook, Bonanza S35; Tom Selsted, Great Falls, Mooney 231.

**Class 1B** — Single engine RG cruise speed 194 mph - under

1st place — Jack Norman, Havre, PA24, 2:47:21 w/handicap

2nd place — Brooks Robinson, Great Falls, Bonanza

3rd place — Bill Meisburger, Forsyth, Piper Arrow

4th place — Al Flikkema, Bozeman, Mooney M21

5th place — Jim Thompson, Great Falls, Mooney Chaparral.

**Class 2** — Single engine FG cruise speed 150 mph - under

1st place — Larry Eliason, Great Falls, Piper Cherokee

2nd place — Richard Hansen, Gildford, Cessna 172



# n Air Race

3rd place — Todd Mowbray, Deer Lodge, PA22

4th place — Martin Elshire, Great Falls, Cessna 172

5th place — Mike McGonigal, Helena, Citabria Champ

**Class 3 — Single engine FG cruise speed 151 mph - over**

1st place — Dick Brown, Conrad, Cessna 185F

2nd place — Herb Sammons, Cut Bank, Cessna 180

3rd place — Ruth Smith, East Glacier, Cessna 182

4th place — Jack Bell, Cut Bank, Cessna 182

5th place — Bob Holister, Forsyth, Cessna 182

A champagne reception was held at the Holman Aviation offices for the race pilots and their crew members the evening prior to the race.

The 5th annual air race is scheduled for October 3, 1981. Spots in the race are being reserved and accepted now. The event will be limited to 50 planes.

Special prizes were awarded to:

George Tillitt, Forsyth - oldest pilot  
Dee Dee Lane, Deer Lodge - newest pilot (three weeks prior to the race)

Bill Meisburger, Forsyth — oldest licensed pilot (34 years)

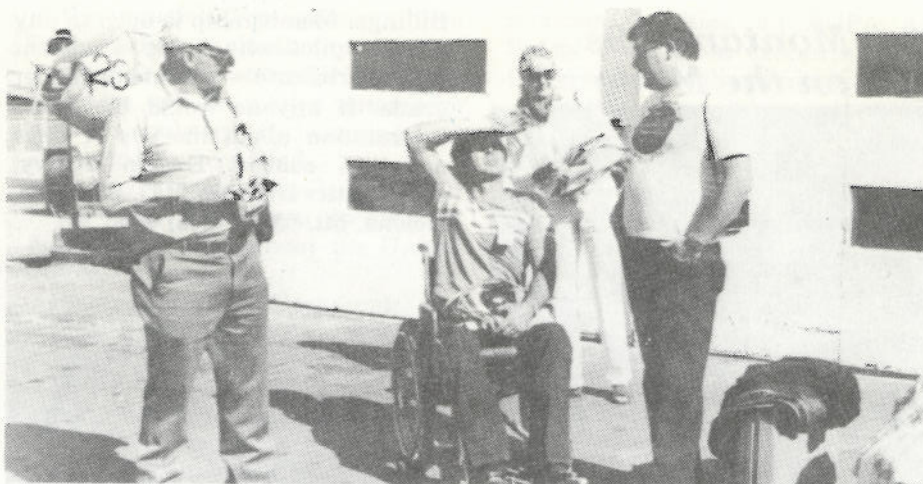
Todd Mowbray, Deer Lodge - youngest pilot (30 years old)

Brooks Robinson, Great Falls - oldest plane entered, a 1951 Bonanza

Don Herdon, Forsyth - last plane to arrive at destination. (Don got off course and caused quite a bit of concern for the rest of the entrants. He lost the use of his radio equipment and was three hours late! He landed 66 miles south of Jackpot in Wells, NV.)

Race pilot of the year trophies were awarded to: George Tillitt, Forsyth, eastern Montana; Herb Sammons, Cut Bank, northwestern Montana; John Myers, Great Falls, central Montana.

A special thanks to Patti Thompson who provided the photos and the above information. She once again did an exceptional job in coordinating the race and deserves hearty congratulations!



Left to right, John Monroe, Kevin; Larry Eliason, Great Falls; Tootie Rogers, Utica; and John Myers, Great Falls. Larry Eliason was the first place winner for Class 2.



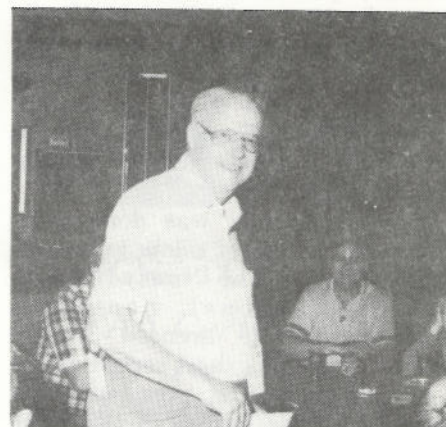
Mr. and Mrs. Al Flikkema, Bozeman, placed fourth in Class 1B flying their 1964 Mooney Mark 21.



Bill Holter (left), Great Falls, third place winner in Class 1A congratulated first place winner in the same division, Ron Lentzner, of Glasgow.



Mike McGonigal (left), Helena and Bill Redd, chief navigator flew a Citabria in the race and placed fifth in Class 2.



Brooks Robinson, Great Falls, placed second in Class 1B. He was also the winner of the oldest plane, a 1951 Bonanza.



David Wollan and Mac Werry, Shelby, flew in the race in a Cessna 172.



## Montana 99s on the Move



By: Evelyn Sedivy, Supervisor  
Safety and Education Bureau

Have you ever experienced the feeling of relief in positively identifying that "unidentified" airport when you saw the name spread out in either 10- or 20-foot letters? Have you ever wondered who paints the names of the airport on the hangar or taxiway?

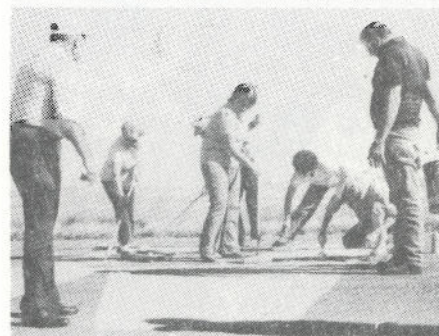
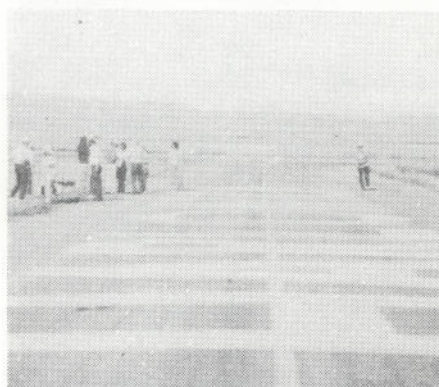
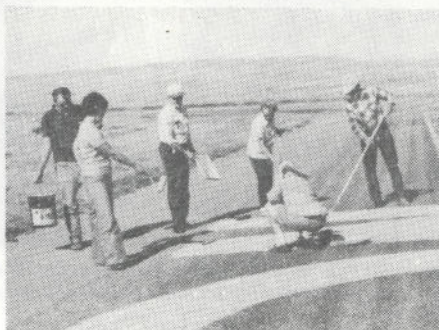
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Montana 99s during their painting project at the Harlowton Airport.

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## Step 2 - Find Shelter

The shelter should be easy — the less work the better. Use your imagination; a hollow log, a natural cave or one you dig in the snow. Do you know of a simple shelter that folds up and fits like a thin wallet in your pocket? It's a six-bushel leaf bag. You can pull it over your head and punch a hole with your hand for breathing. You can also use it to make shade in the desert, fill it with leaves or dry grass for an insulating bed from the ground or snow, or pile snow on it in the sun to get water. Never try to get water by eating snow. It takes about 20 mouthfuls of snow for one mouthful of water. The energy it takes to melt all that snow will only chill your core temperature, sending you into hypothermia. So your shelter out of the wind and wet, again, should be easy to build and preferably ready-made.

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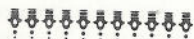
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Yellowstone Airport Manager

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Robert Rodosevich, Missoula  
Gerald Geiszler, Great Falls  
Henry Scholz, Zortman  
Daniel Goyen, Libby  
Laura McKinley, Stevensville  
Jay Molendyk, Manhattan  
John Lusty, Conrad  
Steven Musick, Hilger  
Mark Mamuzich, Conrad  
Timothy Herron, Havre

#### INSTRUCTOR

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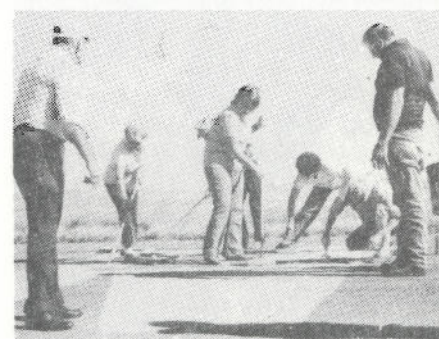
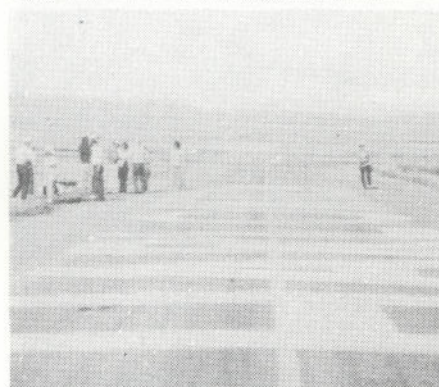
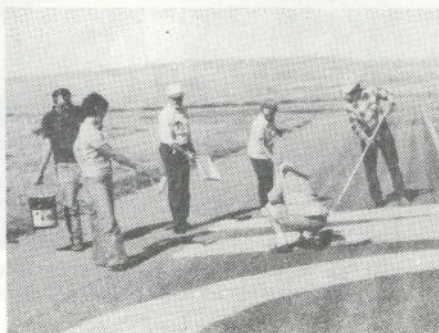
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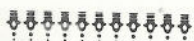
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Gary R. Meyer, Billings  
William R. Ferguson, Livingston  
John A. Rasmussen, Great Falls



## Aviation Terms

**Air Carrier** — any device, container or vehicle used for the purpose of carrying air.

**Steep Bank** — one charging more than 6½% to finance an airplane.

**Computer** — circular slide rule device used to explain why you ran out of fuel 20 miles from destination.

**Stable Air** — found near fertilizer plants and horse barns.

**Vapor Lock** — device to permit storing of vapor.

**Turbo Prop** — device used to prop turbos.

**Juarez Front** — often occurs in clearest weather between Albuquerque and Denver.

*(MN Agri Aviation Newsletter)*

## Taxes Reduced or Eliminated

The Internal Revenue Service announced effective midnight September 30, 1980, two of the aviation related federal excise taxes were reduced and most of the remaining aviation related excise taxes expired.

The air passenger ticket tax is reduced from eight per cent to five per cent. In addition, the three cent user portion of the seven-cents-per gallon tax on gasoline fuel is eliminated. The remaining four-cents-per-gallon gasoline fuel tax applies to manufacturers only.

The expired taxes are the five per cent tax on the transportation of

property by air, the \$3-per-passengers international departure tax, the seven-cents-per-gallon tax on non-gasoline fuels and the aircraft use tax.



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### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

**PURPOSE—** "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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